

STREET SMART

February 5, 2003

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Meeting Summary of the SANBAG Board of Directors

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■ SANBAG assigns funding priorities to transportation projects

Faced with the state budget crunch, SANBAG assigned priorities to transportation projects countywide, placed some projects on hold and began exploring other funding sources in an effort to keep some projects on track.

In December, SANBAG learned of proposed cuts to the state's Traffic Congestion Relief Program, as well as a shortage of funds for the State Transportation Improvement Program. This one-two punch to transportation prompted the Board to adopt a set of funding principles this month to determine which projects would receive the top priority for funding.

These principles specified that projects in the San Bernardino Valley that are funded in part by Measure I and ready to begin construction would receive high priority. In addition, high priority was given to mountain/desert projects that are able to leverage large amounts of other funding and maintain schedules for development.

Following these principles, the Board of Directors gave top priority to building State Route 210 through Rialto and San Bernardino, constructing the Interstate 10 truck-climbing lane from Redlands to Yucaipa, widening Interstate 10 through Redlands and widening Interstate 215 through San Bernardino. In the mountain/desert region, the Board gave high priority to widening Interstate 15 between Victorville and Barstow, improving three I-15 interchanges (Main Street, La Mesa/Nisqualli and Old Highway 58), and widening State Route 138 and Highway 395.



Interstate 10 in Redlands

Board members took action to suspend work on a number of projects:

- Construction of a new Metrolink eastern area maintenance facility
- Improvements to Metrolink's Riverside Line
- Construction of sound walls in San Bernardino, Grand Terrace, Ontario and Chino
- Improvements to the Interstate 10 Cherry Avenue interchange in Fontana
- Reserve funding for future freeway interchange improvements in both the valley and mountain/desert regions
- Bridges to separate railroad tracks from surface streets at Hunts Lane in Colton/San Bernardino, State Street in San Bernardino, Lenwood Road in Barstow, Palm Avenue in San Bernardino and Valley Boulevard in Colton.
- Improvements to the Interstate 10 Live Oak Canyon Road interchange and 14th Street bridge in Yucaipa

A contract for work on the Interstate 10 Tippecanoe Avenue interchange project also was suspended, but efforts will be made to secure previously earmarked federal funds to keep this project alive.

■ Board adopts new federal transportation "wish list"

Responding to a shortfall in the state budget, the SANBAG Board of Directors revised its wish list for federal transportation funding to include projects previously funded by state dollars.

Board members approved a new list of projects that they hope will receive funding through the new federal transportation act, which is scheduled for adoption by Congress in October. This list of funding requests totals \$325 million, which is substantially higher than the \$76 million allocation from the last act. Included on the list for Congressional consideration are:

- High Desert Corridor (\$25 million)
- Seven bridges at railroad crossings along the Alameda Corridor East (\$59 million)
- Ten freeway interchange improvements along Interstate 10, Interstate 15 and State Route 60 (\$66 million)
- New corridor between San Bernardino County and Moreno Valley (\$25 million)
- New Transportation Management Center (\$5 million)
- Interstate 215 widening (\$100 million)
- Interstate 15 widening (\$45 million)

Down the Road ...

- Feb. 13: Major Projects Committee, 9 a.m.
- Feb. 21: Mountain-Desert Committee, 9 a.m.
- Feb. 19: Plans & Programs Committee, 12 noon
- Mar. 13: Retirement Reception for Gary Moon, Arrowhead Country Club, 4:30-6:30 p.m.

Annual Survey reveals opinions about local quality of life

San Bernardino County residents rate commuting issues, public services

Measure I dollars should be spent most on road widening and repairs in the Victor Valley and desert and freeway improvements in the county valley, according to the San Bernardino County Annual Survey, released to the SANBAG Board of Directors on February 5.

This month's issue of "Measuring Success" takes a look at the data gathered in this sixth annual survey, which examines transportation and other quality of life issues for residents countywide. SANBAG uses this information to make policy decisions, to analyze trends over the years and to obtain general feedback about transportation programs.



Researchers from the Inland Empire Research Consortium, based from California State University-San Bernardino and the University of California-Riverside, surveyed 611 residents by telephone November 7-14, 2002.

The data was then sorted by geographical zone -- the Desert, the Victor Valley and the East/West Valleys.

Measure I Results

Name recognition of the Measure I half-cent transportation sales tax is low, with just 11% of the survey respondents familiar with the measure by name. Residents who were knowledgeable about Measure I mentioned the Interstate 10 carpool lanes, Metrolink, State Route 210, Bear Valley Road and public bus service as projects funded by the measure.

Survey respondents also were asked to assign "high," "medium" or "low" priorities for Measure I funding. High priorities were assigned as follows:

- 66% said freeway expansion should be a high priority
- 62% said local street repairs or widening should be a high priority
- 61% said that freeway improvements related to truck safety should be a high priority
- 41% said that Metrolink expansion should be a high priority
- 35% said that bus service expansion should be a high priority



The Best, Worst Things about Living in San Bernardino County

Nearly three-quarters (74%) of the residents surveyed gave the county a "very good" or "fairly good" rating. A total of 17% gave the county neither a good nor bad rating, and 9% said that the county was either a "fairly bad" or "very bad" place to live. These approval ratings have been climbing in all geographical zones since the survey was first given in 1997. Victor Valley residents gave county life the highest level of approval.

Residents named the scenery, affordable housing and uncrowded conditions as positive features. Crime/gangs, smog and traffic were among the negatives.

The Daily Commute

Commute times have remained stable during the past few years of the survey, with 61% this year



reporting that they commute 30 minutes or less each way on a daily basis. About 22% drive 30-60 minutes each way, and a sizeable number -- 17% -- commute between one and two hours or more each way.

More residents than in past surveys expressed a willingness to cut their pay in order to eliminate their daily commute. Of those surveyed, 23% said they would take a 10% pay cut, and 27% said they would accept a 5% pay cut if they could end their commute. These figures are up from 1998, when just 15% expressed any sort of willingness to cut their pay.

Other Survey Results

- Residents are less fearful of being a victim of a violent or costly crime than in the past -- 35% voiced concerns, down from 43% in 1997.
- A total of 43% rated the county economy as excellent or good, compared to 28% who gave it that rating in 1997.
- Personal finances are somewhat bleak. Only 30% of those surveyed said they are better off financially now than a year ago. Half think they will be in a better financial situation next year.
- Excellent or good opinions of public services are improving: 71% supported police/sheriff services, up from 66%; 70% rated shopping as positive, up from 65%; 51% gave schools high marks, up from 47%; 39% rated the upkeep of streets and roads as strong, up from 26%.

